Notice No. 3

Rules and Regulations for the Classification of Special Service Craft, July 2015

The status of this Rule set is amended as shown and is now to be read in conjunction with this and prior Notices. Any corrigenda included in the Notice are effective immediately.

Issue date: December 2015

Amendments to	Effective date
Part 1, Chapter 1, Section 4	1 January 2016
Part 1, Chapter 3, Sections 1 & 4	1 January 2016
Part 1, Chapter 4, Section 1	1 January 2016
Part 10, Chapter 1, Section 8	1 January 2016
Part 17, Chapter 3, Section 3	1 January 2016

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Part 1, Chapter 1

General Regulations

Effective date 1 January 2016

■ *Section 4* Naval Ship Technical Committee

4.6 The function of the Naval Ship Technical Committee is to consider technical issues connected with Naval Ship matters and to approve proposals for new Naval Ship Rules, or amendments to existing Naval Ship Rules. Where appropriate, Naval Ship Technical Committee may also recognise alternative LR Rule requirements that have been approved by the other Lloyd's Register Technical Committee as adjunct to the Naval Ship Rules.

Part 1, Chapter 3

Periodical Survey Regulations for Service Craft

Effective date 1 January 2016

■ *Section 1* General

1.6 Repairs

1.6.3 Where the damage found on structure mentioned in Pt 1, Ch 3, 1.6 Repairs is isolated and of a localised nature which does not affect the craft's structural integrity (as, for example, a localised, isolated and very minor hole in a cross-deck strip), consideration may be given by the Surveyor to allow an appropriate temporary repair to restore watertight or weathertight integrity after careful evaluation of the surrounding structure ~~and impose a Condition of Class with a specific time limit~~ and impose an associated Condition of Class with a specific short-term time limit in order to complete the repair and retain classification.

■ *Section 4* Docking Surveys and In-water Surveys – Hull and machinery requirements

4.3 In-water Surveys

4.3.6 ~~Diving and In-water Survey operations are to be carried out by firms recognised by the Committee. Continued recognition by the Committee will be dependent on the standard of workmanship by the firm being maintained to the satisfaction of LR's Surveyors.~~ The In-water Survey is to be carried out by a qualified diver employed by a firm approved by LR. In addition, for certain aspects of the In-water Survey, consideration may be given to the use of a Remotely Operated Vehicle (ROV) operated by the LR approved firm.

Part 1, Chapter 4

Periodical Survey Regulations for Yachts

Effective date 1 January 2016

■ *Section 1* General

1.6 Repairs

1.6.3 Where the damage found on structure mentioned in Pt 1, Ch 4, 1.6 Repairs is isolated and of a localised nature which does not affect the yacht's structural integrity (as, for example, a localised, isolated and very minor hole in a deck), consideration may be given by the Surveyor to allow an appropriate temporary repair to restore watertight or weathertight integrity after careful evaluation of the surrounding structure ~~and impose a Condition of Class with a specific time limit~~ and impose an associated Condition of Class with a specific short-term time limit in order to complete the repair and retain classification.

Part 10, Chapter 1

Diesel Engines

Effective date 1 January 2016

■ *Section 8*
Piping systems

8.6 Inlet and exhaust systems

8.6.4 Where the exhaust is led overboard near the waterline, ~~suitable means are to be provided to prevent water from being siphoned back to the engine in both ahead and astern operation~~ the exhaust system shall be so designed as to prevent water from entering the engine exhaust manifold through wave or wake action, both when the engine is in operation or shut down. The system shall also be designed to prevent ingress of water at the angles of inclination as shown in Pt 9, Ch 1, 4.2 Inclinations of the craft.

8.6.5 Where the exhaust is cooled by water spray, the exhaust pipes are to be self-draining overboard. Suitable measures shall be taken to prevent inadvertent closure of drain valves where this may lead to sprayed water entering the engine. Means shall be provided to prevent ~~cooling~~ water from flowing back into the engine~~s~~ when the engine~~s~~ ~~are~~ is stopped.

Existing paragraph 8.6.9 *has been deleted.*

Existing paragraph 8.6.10 *has been renumbered* 8.6.9*.*

8.6.10 The exhaust system shall be designed such that the exhaust back-pressure is within the allowable limits stated by the engine manufacturer under all expected operating conditions.

Part 17, Chapter 3

Fire Protection, Detection and Extinction – Yachts

Effective date 1 January 2016

■ *Section 3*
Fire safety measures for yachts 500 gt or more

3.16 Ventilation systems

3.16.2 Where the ventilation ducts with a free cross-sectional area exceeding 0,02 m^2 but not more than 0,075 m^2 pass through Class ’A’ bulkheads or decks, the openings are to be lined with a steel sheet sleeve unless the ducts passing through the bulkheads or decks are of steel in the vicinity of passage through the deck or bulkhead and the ducts and sleeves are to comply in this part with the following:

(a) Steel ducts, or sleeves lining such ducts are to have a thickness of at least 3 mm and a length of at least 900 mm. When passing through bulkheads, this length is to be divided preferably into 450 mm on each side of the bulkhead. These ducts, or sleeves lining such ducts, are to be provided with fire insulation. The insulation is to have at least the same fire integrity as the bulkhead or deck through which the duct passes.

(b) Steel ducts with a free cross-sectional area exceeding 0,075 m^2 are to be fitted with fire dampers in addition to the requirements of Pt 17, Ch 3, 3.16 Ventilation systems. The fire damper is to operate automatically but is also to be capable of being closed manually from both sides of the bulkhead or deck. The damper is to be provided with an indicator which shows whether the damper is open or closed. Fire dampers are not required, however, where ducts pass through spaces surrounded by ‘A’ Class divisions, without serving those spaces, provided those ducts have the same fire integrity as the divisions which they ~~pierce~~ penetrate.

(c) Compliance with Pt 17, Ch 3, 3.8 Structural fire protection – Openings in ‘A’ Class divisions.

3.16.4 Ducts provided for the ventilation of Category ‘A’ machinery spaces, galleys, spaces containing vehicles or craft with fuel in their tanks or lockers storing such fuels, are not to pass through accommodation spaces, service spaces or control stations unless the ducts are:
(a) either:
    (i) ~~constructed of steel having a thickness of at least 3 mm and 5 mm for ducts the widths or diameters of up to and including 300 mm and 760 mm and over respectively and, in the case of such ducts, the widths or diameters of between 300 mm and 760 mm having a thickness to be obtained by interpolation;~~ constructed of steel having a thickness of at least 3 mm for ducts with a free cross-sectional area of less than 0,075 m^2, at least 4 mm for ducts with a free cross-sectional area of between 0,075 m^2 and 0,45 m^2, and at least 5 mm for ducts with a free cross-sectional area of over 0,45 m^2;
    (ii) suitably supported and stiffened;
    (iii) fitted with automatic fire dampers close to the boundaries penetrated; and
    (iv) insulated to ‘A-60’ Class standard from the machinery spaces, galleys, spaces containing vehicles or craft with fuel in their tanks or lockers storing such fuels, to a point at least 5 m beyond each fire damper;
(b) or:
    (i) constructed of steel in accordance with Pt 17, Ch 3, 3.16 Ventilation systems and Pt 17, Ch 3, 3.16 Ventilation systems; and
    (ii) insulated to ‘A-60’ Class standard throughout the accommodation spaces, service spaces or control stations;
except that penetrations of main zone divisions are also to comply with ~~Pt 17, Ch 3, 3.16 Ventilation systems~~ Pt 17, Ch 3, 3.16.8 Ventilation systems.

3.16.5 Ducts provided for ventilation to accommodation spaces, service spaces or control stations are not to pass through such spaces, unless, where they pass through Category ‘A’ machinery spaces, galleys, spaces containing vehicles or craft with fuel in their tanks, or lockers storing such fuels, the ducts:
(a) either:
    (i) are constructed of steel in accordance with Pt 17, Ch 3, 3.16 Ventilation systems and Pt 17, Ch 3, 3.16 Ventilation systems;
    (ii) are fitted with automatic fire dampers close to the boundaries penetrated; and
    (iii) have the integrity of boundaries of the machinery space, galley, spaces containing vehicles or craft with fuel in their tanks, or lockers storing such fuels, maintained at the penetrations; are insulated to ‘A 60’ class standard from the boundaries of the spaces they serve to a point at least 5 m beyond each fire damper.
(b) or:
    (i) are constructed of steel in accordance with Pt 17, Ch 3, 3.16 Ventilation systems and Pt 17, Ch 3, 3.16 Ventilation systems; and
    (ii) are insulated to ‘A-60’ Class standard within the machinery space, galley or spaces containing vehicles or craft with fuel in their tanks or lockers storing such fuels;
except that penetration of main zone divisions is also to comply with ~~Pt 17, Ch 3, 3.16 Ventilation systems~~ Pt 17, Ch 3, 3.16.8 Ventilation systems.

3.16.7 Where they pass through accommodation spaces or spaces containing combustible materials, the exhaust ducts from galley ranges are to comply with Pt 17, Ch 3, 3.16 Ventilation systems. Such exhaust ducts are to be fitted with:
(a) a grease trap readily removable for cleaning;
(b) ~~a fire damper located in the lower end of the duct;~~ an automatically and remotely operated fire damper located in the lower end of the duct at the junction between the duct and the galley range hood and, in addition, a remotely operated fire damper in the upper end of the duct close to the outlet of the duct;
(c) arrangements, operable from within the galley, for shutting off the exhaust and supply fans; and
(d) fixed means for extinguishing a fire within the duct.

3.16.8 Where it is necessary that a ventilation duct passes through a main vertical zone division, a fail-safe automatic closing fire damper is to be fitted adjacent to the division. The damper is also to be capable of being manually closed from each side of the division. The operating position is to be readily accessible and be clearly and prominently marked ~~in red light-reflecting colour~~. The duct between the division and the damper is to be of steel or other equivalent material and, if necessary, insulated to comply with Pt 17, Ch 3, 3.8 Structural fire protection – Openings in ‘A’ Class divisions. The damper is to be fitted on at least one side of the division with a visible indicator showing ~~whether the damper is in the open position~~ the operating position of the damper.

3.16.13 Ducts provided for exhaust ventilation from laundries are to be fitted with ~~suitably located cleaning and inspection openings.~~:
(a) filters readily removable for cleaning purposes;
(b) a fire damper located in the lower end of the duct which is automatically and remotely operated;
(c) remote-control arrangements for shutting off the exhaust fans, and supply fans from within the space and for operating the fire damper mentioned in paragraph Pt 17, Ch 3, 3.16.13 (b); and
(d) suitably located hatches for inspection and cleaning.

3.16.14 Where a ventilation room serves only an adjacent machinery space of Category A and there is no fire division between the ventilation room and the machinery space, the means for closing the ventilation duct or ducts serving the machinery space shall be located outside of the ventilation room and machinery space.

3.16.15 Where a ventilation room serves a machinery space of Category A as well as other spaces and is separated from the machinery space by a ‘A-0’ class division, including penetrations, the means for closing the ventilation duct or ducts for the machinery space can be located in the ventilation room.

~~3.16.14~~ 3.16.16 Fire dampers required by Pt 17, Ch 3, 3.16 Ventilation systems, Pt 17, Ch 3, 3.16 Ventilation systems, Pt 17, Ch 3, 3.16 Ventilation systems, Pt 17, Ch 3, 3.16.7 (b) upper end fire damper only ~~and~~, Pt 17, Ch 3, 3.16 Ventilation systems and Pt 17, Ch 3, 3.16.13, including relevant means of operation are to be fire tested. Reference is also to be made to IMO FTP Code, Annex 1, Part 3. The lower end fire damper required by Pt 17, Ch 3, 3.16.7 (b) must be of steel and capable of stopping the draught.

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Published by Lloyd’s Register Group Limited
Registered office (Reg. no. 08126909)
71 Fenchurch Street, London, EC3M 4BS
United Kingdom

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